

IRVING'S SPANISH PAPERS.

interrupted in my letter-writing by an observation of the lady whom I was describing. She had caught my eyes occasionally, as it glanced from my letter toward her. 'Really, Schor,' said she, at length, with a smile, 'one would think you were a painter, taking my likeness.' I could not resist the impulse. 'Indeed,' said I, 'I am taking it; I am writing to

a perennial joy, enjoyed even by our generation, so far removed from the time and persons with which it is concerned; Knickerbocker's History of New-York, published in 1809, which gave almost as much delight to English as American readers, and paved the way for the unnumbered editions of the "Sketch Book," which, after all, is probably the book by which Irving will be best known to posterity. "The Biographical Sketches" which follow were written for the "Analectic Magazine," a monthly periodical published in Philadelphia by the late Moses Thomas of that city, and edited by Irving during the years 1813, 1814. The Review was originally styled the "Review of the History of the Name as given to the Analectic when Mr. Irving became editor of it. His contributions consisted of a Review of the Works of Robert Treat Paine; a review of Ode on Naval Songs and other Occasional Poems by Edwin C. Holland of Charleston; a notice of Pamlind's Lay of the Scottish Fiddle; of Lord Byron; Traits of Indian Character, and Philip of Pskanokot; afterwards incorporated in the Sketch Book; and Biographies of Capt. James Lawrence, Lieut. John Perry, and Captain David Porter. Of these contributions, the Review of Paine's Works, and a notice of Thomas Campbell published in the March number of 1815, with the Naval Biographies, are the only ones republished in these volumes. His biographer says: "The conduct of this magazine, which he had hoped to find a mere pastime, proved to be an irksome business. He had a great repugnance to periodical labor of every description, and this point of view was not the least of the reasons pointed out by him to be just, and could not be just, to be as such. He shrank from the idea of inducing pain

preservative vocabulary,—battles on with the ease and freedom of the most careless conversation,—his broad humor is so broad that it is not even a little bit broad, and, though knowing for a little while, his personal jollity soon becomes rapid and wearisome. His descriptions of the domestic and social details of German life, though not so accurate as they might be, are so full of interest and exaggerated, and were doubtless written with the intention of raising a laugh, rather than of preventing an accurate portrayal. The volume is illustrated with numerous pictorial caricatures by the author, who is equally at home with the pen and pencil in comic extravaganzas. (Harper & Brothers.)

A useful little guide-book for the traveler in France, entitled, "Paris Social," is sold in the London edition by John Wiley & Son. It gives a panoramic view of everyday life in the gay metropolis, and though of moderate pretensions and comparatively limited size, will be found in many respects to be of equal service with the more elaborate compilations of Galignani, Murray and Bradshaw. Taking the stranger by the hand on his first appearance among the bewildering prismatic splendors of Paris, it leads him to the *café*, the *salon*, the *bal*, where he may live with the cosmopolitan, inviting him to the *grandes soirées*, and driving him to the most attractive points of the city, telling him how to pay the coachman without being unaccountably cheated, and describing the customs of house-keeping, marketing, and domestic economy. It points out the most interesting and entertaining places of amusement, and winds up with a budget of miscellaneous odds and ends, which, with many of the usual platitudes of travelers hand-books, furnishes a store of really valuable suggestions. The weakest spot in the book is the attempt to represent the French language in familiar French phrases, and phonetic characters, which is not only useless but ludicrous. Still we are sure that the host of American travelers who intend to visit Paris on occasion of the great Exposition will find this serviceable manual their attention to this convenient

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did not do good, but, they established the manufacture of hominy and other products which gave them a valued reputation, and the profits of this mill nearly earned their board.

It was necessary to make the soil highly productive, and many German and other laborers were employed. The number of members was about 100, and visitors were constant. Of all the Associations of this kind, this was the best. Of all the reforms, this was the best. The chief pursuit was agriculture. Education was considered important, and they had good teachers and schools. Many young persons owed to the Phalanx an education which secured them honorable and profitable situations.

They were all as highly enjoyed. To this day do members, and particular ones, look back to that period as the happiest in their lives. Young people had few proper wishes which were not gratified. They had no enemies, and no enemies to their store of life. They were surrounded by whatever was useful, innocent and beautiful. Neighborhood quarrels were unknown, nor was there trouble among children. There were a few white-eyed women who like to repeat stories, but they were few.

After they had lived this life 14 years their mill burned down. Mr. Greeley offered to lend them \$12,000 to rebuild it. They were divided on the subject of location. Some wanted to build at Red Bank, some at New York. They could not agree on any other subject on which they did agree. Some suggested that they had better not build at all; that they had better dissolve. The question was put, and to every one's surprise, decided that they would not build. They had no more money, and it cost \$66. on a dollar. In a manner, the sale was forced. Previously, stockholders had been receiving yearly dividends and they lost little.

While the young had been so happy, and while the old had no exceptions, enjoyed society with eagerness, a cause for disquiet, fathers had been considering the future prospects of those they loved. The pay for their work was out of the profits and on a joint stock principle.

The people of Hastings, on the Hudson River, have been doing themselves credit by building a pretty house to serve as a Railroad Station. There is not probably on any railroad in the world that runs through a civilized country more magnificent set of tumble-down rockeries made up to duty for "stations" than can be found on the Hudson River Railroad. At some of the smaller places, at Irvington for instance, the rich men, who own the houses in the neighborhood, building churches and school-houses and roads to suit themselves, not with any care for the cost, have also taken the station to hand, and have made, here and there, a fine building, to stand in the way for the train; but in the absence of care, and none of the money, the stations are everywhere a disgrace to the country, and they very pretty. In the balance of all care for comfort and convenience, and the least regard for beauty, there is no station in the world that has more run high, but blood has been shed, friendships have been severed and other unpleasant consequences. In one place it is asserted that nothing can excel the way in which the station is looked upon when it rains, but superiority in this regard is a doubtful thing. It is dry; one place claims the palm for the shocking condition of its floor, and another for the way in which it cuts the feet in the cold, and a third, and a fourth, and a crowd of competitors have always made us men to the sale of Sing-Sing, which has now we are persuaded, convinced all the most brilliant doctors